AUTORIORITAGE.

Griffith Thinks life is Well Fortified Behind the Bat With Kleinow, Blair and Rickey -McGraw's Big Deal Excites Comment-Radtke to Ride in Russia.

= selling the release of Catcher Ira Thomas to the Detroit Club Manager Grifflth of the New York Americans indicates his confidence in Kleinow, Blair and Rickey to take good care of the work behind the bat next season. Thomas played good ball hite a member of the local team, but Griffith came to the conclusion last season that the hig backstop was not fast enough. The fact that Young Blair, who was secured from the Tri-State League, showed up remarkably well further convinced the New York manager that he could get along in future without Thomas's services.

room for the professionals to have their fixtures as of yore.

Sickey, who was received from St. Louis in exchange for Joe Yeager last winter, had almost
arm a greater part of the season, but he
has since recovered completely and will be
used regularly behind the bat in 1908. Kieinow, one of the best catchers in the profession
when he buckles down to the job in dead earnest, has promised that he will show a big
improvement in future. As long as Jimmy
Williams remained a member of the New
York Americans Eleinow, who was his steady
companion, did come up to the mark. But
with Williams traded to St. Louis it is belisved that Kleinow will be free from influences that kept him from doing his best
in days gone by.

Griffith, it is thought, has succeeded in
weeding out much of the material which
proved an obstacle to the New York team
success last year. He has acted on his own
responsibility, for the owner of the club has
not interfered with the various deals in any
way. That means that it is up to Griffith
to give local fane winning ball at American
League Park heat Reason or shoulder the
blame for another failure. President Farrell
of the New York Americans returned from
the American League meeting at Chicago
yesterday. He said that there was no friction
and that he was well satisfed with the proceedings. While Mr. Farrell declined to discuss the matter, it is understood that because
of Manager Joe Cantillion's open hostility to
President Johnson by the way, will probably
transfer his headquarters to this city before
the schedule meeting to be held here in
February.

Ball fans were busy yesterday discussing
the big deal made by Manager McGraw by
which he secured Tenney, Bridwell and
Needham from the Boston National's in exchange for McGann, Bowerman, Dahlen,
Browne and Ferguson. There was a wide
difference of opinion as to which side got

The first of the professional to have been received
difference of opinion as to which side got

The first of the professional stock with the various and the secur

Browne and Ferguson. There was a wide difference of opinion as to which side got the better of the transfer. Some insisted that McGraw had got rid of a lot of back number material for men who would surely strengthen the New York Nationals, but others, by making comparisons, tried to show that Needham never was in Bowerman's class as a catcher, while Bridwell, a weak batsman, could not be expected to show an improvement over the veteran Dahlen. It was conceded by a majority, however, that Tenney will be a far better man in all departments of the game than McGann, who was never a heady player. Tenney is a veteran, having been in the

National League for thirteen years, but he is still able to play fast ball. He is one of the best fielding first basemen in America, is a fine batsman and bunter and a fast base runner. In spite of this deal, though, the opinion is prevalent that McGraw's team needs much strengthening in the pitching department. Granted that Mathewson is still a high class twirler, it is thought that McGinnity and Taylor have both seen their best days, while Ames, because of his usually erratic work, cannot be depended upon as an effective fixture on the slab. It is also the opinion of experts: that the New York Nationals are yeak at second base, as young Doyle, who filled the position last season, showed that he lacked experience and was not a quick thinke The fact that McGraw tried to make a deal for Second Baseman Huggins of Cincinnati would seem to indicate that the New York mahager does not feel sure that Doyle can fill the bill next year. It is probable that McGraw will try to make several other deals between now and spring, in one of which Roger Bresnahan may figure. But with Bowerman gone it is safe to say that Bresnahan will not be traded unless a first class backstop can be secured in exchange.

Comiskey, owner of the White Sox, says that he fears Fielder Jones, his capable manager, has retired permanently from base-In case Jones sticks to his plan it is possible that George Davis, the star shortstop of the Sox, will be made the team's leader Davis is a steady going player who, in spite of nearly eighteen years of service in the leagues, is still able to keep up his end. If Davis is not Comskey's selection Jiggs Donohue, the scrappy first baseman, hay be the

that I will have Uncle galloping some time next month and may be able to get him ready for the California Derby, which will be run on Washington's Birthday

Jockey Herman Radtke has taken on so much weight since arriving in California that he has decided to go to Russia in the spring for a year's campaign. Radtke can-110 pounds now as a result of high living, which has cut his career as lockey in this country short. Radtke has been his own worst enemy. He came East two years ago with brilliant prospects, but his incorrigible behavior got him into a peck trouble. He was frequently suspended by the starter and was finally ruled off for a suspicious ride on the horse Tommy Waddell. Through the influence of Paul J. Rainey, who had purchased his contract for \$25,000, Radtke was finally reinstated, but he fell into the old picked up by John E. Madden and F. Hitchcock, but still he preferred the bright lights of Broadway and Coney Island, so that he was at last dropped like a hot potato. Instead of earning perhaps \$30,000 a year Radtke is now practically penniless, with only a few friends left to help him. He is riding now and then at Arcadia, but shows very little of his old form.

A crowd of Philadelphia boxing enthusiasts went wild with delight when Jack O'Brien knocked out an alleged fighter named Bill Heveron of England in the Quaker City on Friday night. That the match was a "frame" was conceded on all sides, but that made no difference with hysterical persons who still believe that O'Brien is a genuine pugilist. O'Brien, incidentally, told the crowd in a speech that he would never indulge in a "fake" again, a declaration that caused much excitement. Jack Johnson is after a mill with O'Brien and the absurd mill with Heveron, which lasted less than a round, is believed to have been the forerunner of a John-

It looks very much as if the championship in the middleweight class would be definitely settled in the near future. Young Ketchell, who defeated Joe Thomas for the third time in California last week, will probably be matched to fight the winner of the Hugo Kelly-Bill Papke mill, which will be decided on December 30. Ketchell has received a challenge from Thomas to battle to a finish. but the former can get more money in

TRAP SHOOTING.

Movement to Organizo Amateur Association-New York A. C. Competitions.

The first step toward the proper establishment of trap shooting as a purely amateur sport was made by the New York A. C. shooters at Travers Island yesterday. In the evening those present discussed—and there were others there besides "winged foot" marksmen—the formation of a national amamarkemen—the formation of a national ana-teur trap shooting association. At least that was the present title for the proposed organ-ization which is intended to govern the blue Rook sport in all quarters. The plan is to invite the cooperation of all amateurs East and West and to formulate uniform rules. Here. tofore the sport was partly in the hands of professionals, who gave meets when and where they pleased and arranged other matters of detail. The new move is to the effect that the amateurs shall regulate their own events, while of course there is plenty of room for the professionals to have their fixtures as of vore.

Owing to the frightful weather at Travers

The fine list of 130 entries has been received for the amateur trap shooting championship which takes place at Travers Island next Tuesday and this is a big improvement over 14 last year. Shooting will begin at 10 o'clock and the 100 targets will be shot in rounds of 25. The J. S. Dickerson cup, valued at \$500, goes to the winner. goes to the winner. In spite of the driving rain of vesterday goes to the winner.

In spite of the wiriving rain of yesterday some trap shooting enthusiasts of the Crescent Athletic Club reported at the Parkway Driving Club and decided several interesting events. Never in the history of the New Moon gunners has the day been so miserable for the sport. Into the face of the rain and sleet, shot the marksmen and under these conditions the scores were surprisingly good. It was the intention of the Crescent gunners to start several season events yesterday. As so few guns reported at the traps, however, the scratch and the team shoots were the only competitions that were commenced. F. W. Moffett won the scratch shoot, and the team race was taken by the same gunner and his partner, O. C. Grinnell, Jr. There was no shoot for the December cup. The scores:

Trophy Shoot: 15 Targets, Handlesp—O. C. Grinnell, Jr., 1—11; H. B. Vanderveer, 2—10; F. W. Moffett, scratch, 19; D. C. Williams, 1—8.

Scratch Shoot; 15 Targets—F. W. Moffett, 13; O. C. Grinnell, Jr., 12; D. C. Williams, 2; H. B. Vanderveer, 7.

Team Race: 25 Targets, Handlesp—F. W. Moffett.

Feam Race; 25 Targets; Handleap-F. W. Moffett. oot; 25 Targets-H. S. Welles, 18; D. C

ASSOCIATION FOOTBALL.

Columbia Beats Short Handed Crescent Team by 5 Goals to 1. Under weather conditions that were actually

tempestuous the Association football elevens f Columbia University and the Crescent Athletic Ciub of Brooklyn met in their match vesterday afternoon, and mainly owing to the fact that the home team was short four men the Blue and White scored an easy vic by 5 goals to 1. The game had been scheduled, rain or shine, and accordingly the ollegians turned out to a man, anxious to add to their recent successes. On the Crescent side, however, there were several important absentees, and in consequence the home team had little chance against the well practised lads from Morningside Heights Snow and slush, two inches deep covered the ground, making the footing precarious, and a northeast gale swept the chilling rain into the faces of the players. Nevertheless, they entered with vim into the sport and played

Davis is not Comskey's selection Jiggs Donohue, the scrappy first baseman, Pay be the new manager of the Sox.

S. C. Hildreth has decided that his two-year-old colt Uncle, for whom he paid \$30,000 to John E. Madden last summer, will not be able to race until some time next month. Uncle, after being shipped to Oakland in November, became suddenly lame. Hildreth made an examination and concluded that the injured hoof would have to be pared away. "It's a case like that of McChesney." said Hildreth the other day. "The trouble is right up alongside of the frog, but if I give Uncle enough time the injury will not be so bad as that of McChesney. After Durnell & Herz bought McChesney. After Durnell & Herz bought McChesney they raced him when his hoof was weak instead of letting him grow a new one. As a result the bad matter ate right into the crown of the foot. I believe that I will have Uncle galloping some time halfbacks likewise accuitted themselves of credit. Columbia's team will retire from field for the present, but will resume pracabout the 1st of February in readiness the intercollegiste series in the spring.

CRICKET.

Prizes Presented to Successful Players Metropolitan District League.

Pennants, cups and individual trophic tions of the Metropolitan District Cricket League were presented to the lucky ones last night at a smoking concert held at the Cosmopolitan Hotel. The Staten Island Cricket Club, which seldom fails to be remembered at these affairs, came in for the championship pennant, which it won by its record of eleven victories, no defeats and three draws. The Prospect Park Cricket Club, a new organization, also received a pennant to signalize the championship the second section of the league, which it

the second section of the league, which it won with a record of eleven wins, one loss and two draws.

A. Hoskings was the hero of the occasion among the individual prize winners, for he carried off the trophies for both batting and bowling. This dual performance has been accomplished by only two other cricketers in the league in seventeen years, M. R. Cobb and C. H. Clarke being credited with the feat. Hoskings's batting average of \$5.18 has been only once surpassed in the league. C. H. Clarke obtaining 95.75 in 1897. Hoskings's bowling figures were 5.05 for 52 wickets. In the second section of the league of J. J. Hewitt carried off the batting average with 25 per inning and T. H. Clarke obtained the prize for bowling.

During the evening speeches, songs and recitations enlivened the proceedings and it was a late hour before the gathering finally broke up.

California Jockey Club Will Recognize

Ruling Off of Durnell. SAN FRANCISCO, Dec. 14.—Boots Durnell is at a loss to understand the action of the at a loss to understand the action of the Jockey Club in ruling him off at this late day. Durnell denies the accusation that he talked to Dugan just previous to going to the coast. The new California Jockey Club will not take any action until they hear officially from the New York Jockey Club. They will recognize the ruling of the Jockey Club, as has been the invariable custom.

Launch Adria Changes Hands. The cruising hunting launch Adria has been old by George M. Van Doorn, Brooklyn, to

AUTOMOBILES.

LIMOUSINES

- One notably attractive type of Limousine Car—graceful, dignified and handsome in appearance—which is more often seen on Broadway and Fifth avenue these winter days than any other
- The reason for the well deserved popularity of this swell town car will be understood after an inspection of our stock. Note the sumptuous upholstering, which is furnished in fine leather or in beautiful shades of Bedford cord with French cord lace trimmings also the complete fittings, such as electric pillar and domelights, silk shades, mirrors, toilet articles, writing tablet, clock, ash receivers, etc., and the unique method of disposing of the extra

IMMEDIATE DELIVERIES FROM OUR SALESROOMS, \$5,000.

**55TH STREET AND BROADWAY** 

AGENTS:--NEWARK, Linkroum Automobile Co., 17 Bank Street, JERSEY CITY, Crescent Automobile Co., 2565 Boulevard.

AMONG THE AUTOMOBILISTS

ORMOND MEET.

Aifred Beeves Finds Great Interest Abroad in Fiorida Beach Races—S. F. Edge and Baron de Caters Expect to Compete in A. C. A. Tournament-Gossip.

Alfred Reeves, general manager of the American Motor Car Manufacturers Associaion, who has been abroad attending the European automobile shows, has lwritten to the representatives of the annual Ormond cournament that there is a great deal of nterest in the meet among European racing drivers. Mr. Reeves agreed to see some of the leading European makers and race drivers regarding the Florida beach race meet, which will be conducted by the Autonobile Club of America during the first week of next March, and find out if they intended o enter cars for the various events.

Mr. Reeves has written that S. F. Edge of London, who made a great twenty-four hour record last summer on the Brooklands automobile racetrack, had told him that he would be a competitor in the next meet. Edge is particularly anxious to go to Florida, as Walter Clifford-Earp, driving Mr. Edge's Napier at the 1906 Ormond meet, won the 100 mile race for the Minneapolis Automobile Club trophy. If Mr. Edge wins the trophy again with a Napier it will be come his personal property, as it must be won twice by the same make of car. Baron de Caters of Belgium, who has been a famous European race driver for a number of years, is another great driver who told Mr. Reeves that he would come over here for the Ormond meet. Baron de Caters formerly drove a Mercedes in his races, but he expects to bring over to Florida a racing car made in his own country, of which great things are expected.

Manufacturers of motor cars do not ente cars in reliability coftests for the mere purpose of winning prizes—they go in with a view of learning the weak spots and the strong parts of their warea, says Motor Age. As a rule they are only too willing to find out where they can improve in order to satisfy an exacting public and to know that what they make is approaching perfection. The recent soo mile reliability contest held in Chicago proved more of an object lesson to the makers of motor cars—and incidentally, the public has been given some knowledge that it did not have before. A more severe test could not have been imagined; the work of the manufacturers has been surrounded with as much cars as could reasonably be expected.

The work of most of the cars on the road was practically perfect: in fact, troubles on the road directly traceable to any oversight of the makers were few. The final very close examination of the cars and the final road test proved that there was some lack of careful assembling and inspection and considerable lax methods employed in the matter of attaching accessories, all of which, while not at all vital defects so far as the purchasers might be concerned, proved annnoying and brought disrepute of mild nature.

There was hardly a case wherein real defective construction cropped out. There were cases, however, where carelessness was displayed, not only in the matter of attaching accessories, but in the matter of the quality of the accessories. The contest proved that in the matter of motors and transmissions and running gears the American machine is able to keep well at the top and to withstand severe punishment on miserable American roads.

The cases where trouble developed in ears in reliability coftests for the mere purpose of winning prizes -they go in with a view

withstand severe punishment on miserable American roads.

The cases where trouble developed in running gears were few and were directly traceable to excessive speed with maximum passenger load. As a sample, a seven passenger car was driven at as high as sixty-five miles an hour—and is it any wonder that when the front wheels struck a bridge the result was a bent axle? It was shown also that there was a lack of preparation for the contest, and as a result penalizations were charged to some of the unprepared. The point here is that if the makers permit their own cars to go into a contest without preparation would they not turn their car over to a purchaser in a worse condition?

preparation would they not turn their car over to a purchaser in a worse condition?

There have been two epochs, so to speak, in the history of the American automebile, says the Automobile. The first, in which design and development were entirely in accord with purely American ideas and along independent lines—in short, a period in which foreign ideals were looked at askance and the average American builder was determined to evolve a distinctive type of his own. The second, in which these ideals were thrown overboard and foreign standards closely patterned after. In common with other features of design the suspension has changed with the varying standards followed. Primarily the American car closely followed the carriage maker's idea of springing, and double elliptic springs were common. They gave way later to the long semi-elliptic, with its new methods of placing and attachment to the frame that the continental designer had introduced, and now it is moticeable that there is a more or less general reversion to former standards for reasons that are not hard to understand. The semi-elliptic spring is extremely sensitive, but its range of action is correspondingly limited, and this fact was responsible for the creation of the now familiar shock absorber, for the semi-elliptic is not capable of absorbing unusually heavy shocks, particularly when they follow one another quickly. To overcome this foreign designers have increased the length of the spring until it now measures a third or more of the length of the frame, and while its aensitiveness is correspondingly enhanced and its "good road action proportionately improved, its adaptability to rough road work is not such as to make it the equal of the full elliptic appring, which is again coming more and more into vogue with the American designer. The platform type of suspension is likewise finding renewed favor on the part of both foreign and American builder is concerned it is merely a case of coming to a realization of the fact that what is suitable for the good

with a deficiency in their employers' pocket-books, besides abandoning wracked cars, constitute the greatest blemish upon the reputation of the fraternity generally. The high grade men are compelled to suffer for high grade men are compelled to suffer for the unscrupulous acts of the harum scarum FOREIGN ENTRIES ASSURED FOR

the unscrupulous acts of the harum scarum drivers.

To maintain a high standard among professional chauffeurs is a serious question which is just now causing concern to chauffeurs' organizations and clubs. Those men who pursue their calling in an honorable way desire to maintain their profession inviolable against attacks made upon it for grafting and dishonesty, and the more intelligent among them are asking themselves what can be done to this end. These chauffeurs' associations will be short lived unless membership means something of value to the member and is not a thing to be ashamed of. As a matter of fact chauffeurs when seeking employment often refrain from mentioning that they are members of a chauffeurs' organization, because they feel that this would tend to debar them from the position sought.

organization, because they feel that this would tend to debar them from the position sought. About the only course open seems to be to bond chauffeurs. Only a small number of automobile drivers would be eligible for bonding, but so much the better. What might be termed the cream of the profession would thus be separated out, and employers would seek only drivers who have passed the examination entitling them to become bonded and those who are actually bonded. Any surety or fidelity company which carried on a business of bonding automobile drivers would necessarily insist upon a very thorough examination of applicants and a record of the examination. It would not be necessary, however, to place a large bond upon a driver—a bond of 3500 would serve all purposes. The result of bonding chauffeurs would be to make all automobile drivers strive to attain such qualities as to entitle them to be bonded. In fact, unless a man was bonded he would not be able to procure a position and to demand high wages. The bond would not cover every delinquency, but only those which are now common among chauffeurs, to wit, dishonesty, secret commissions and wilful wrongs.

AUTOMOBILE NOTES

The announcement that the new Mala car would marketed by the Maja Company, Limited, of London, the seiling company for the Daimler Motorea Gesellschaft, has caused considerable luterest to be taken in the car and in its exploitation. The Maja is a sister car of the Mercedes being named after the second daughter of Herr Jellinek, as the first car put out by Herr Jellinek's company was called Mercedes in honor of his eldest daughter. The Maja car (pronounced "My-yah") now in New York in the hands of the New York branch of the Maja Company, Limited, at 230 West Fifty-eighth street, has been inspected during the week by many owners of Mercedes cars and others interested in the imported article. In general details the Maja is almost a facsimile of the Mercedes, but there are one or two interesting features which call for special mention.

The most important of these is the method of operating the igniters of the low tension magneto ignition. Instead of being placed on the side of the combination chamber and operated by vertical tappet rods, they are contained within a specially formed inlet cover. They are connected by means of horizontal tappet rods, all commanded by a double cam which is carried upon the top of a ver tical shaft situated between the two pairs of cylinders. This shaft is driven by worm gearing off the inlet valve cam shaft, and its position can be varied sufficiently by a sliding and rotary movement to advance or retard the point of ignition to the usual requirement. In order that the firing of each ylinder may be verified without opening the bonnet as is usually necessary-there are four plugs placed outside the dashboard in such a position tha he driver can immediately and separately test each cylinder with a minimum of trouble. The lubricator is a mechanically operated one rather different from the ordinary Mercedes type. In other respects, such as water circulating arrange trol, position and number of brakes, it follows the well known Mercedes lines. A Maja chassis in the 8-35 horse-power and in a larger size developing 25-40 horse-power will be exhibited at the coming

Paul N. Lineberger, vice-president of the Rainler Motor Car Company, can discover nothing but personal fears in the talk of hard times. "There Motor Car Company, can discover nothing but personal fears in the talk of hard times. "There is still a large field open for the automobile," he states, "and the demand for them should increase, instead of diminish. The optimism of the Raimer Motor Car Company is based upon its experience. The increasing demand for better grades and higher powers is a natural one. It has been the policy of the company to keep pace with the demand. In pursuit of this policy the company enters upon its 1908 campaign with a model new plant at Saginaw. Mich., where the 1908 models of 45-50 horse-power will be turned out by the same designer, James G. Heaslett, who built the successful Rainier models of 1903, 1906 and 1907, but built more expensively in every way in order to hold its place with the best to be had. "Some of the material for the 1908 car will be imported and for every part it will be of the highest grade obtainable. The distinctive guarantee of the company to keep all its cars free of repair charges for a year makes this policy of expensive construction wise and conomical. We are preparing for our biggest and mest successful year. We have established new agencies and put an active representative out to look after all the Western territory. In New York the headquarters will be removed on January i from the present building at Broadway and Flitleth street to the more commodious dreproof structure at the corner of Flitysixin street and Broadway."

modious freeproof structure at the corner of Fifty-sixth street and Broadway."

"Outside of the unusual hunt for good machinese of last year's vingage at a price, the most remarkable tendency this fall is the ateady increase in the call for gasolene machines of the limousine type," stated Gen. John T. Cutting yesterday. "As regards the latter demand it could very easily have been anticipated and in order to mee; it it was only a question of agents using a little foresight in placing orders months ago at their factories. This our firm did and the consequence is that we have done a good business in face of the unlooked for slackness in the retail trade as a whole." The Olds car this senson has been eleverly worked out and compares favorably with the splendid creations of Europe. The standard trimming is in rich dark green and black, while the mountings are of brass and the curtains of silk. The inside sents accommodate four persons, the forward seat back of the driver's having the additional advantage of being let down when not required. The inside furnishings are a marvel of completeness and good taste and include a speaking tube to the driver's seat, card case and clock, perfumery bottles, ash tray, electric light, foot warmers, &c.

finding renewed favor on the part of both foreign and American designers, though it will be recalled that both have tried it and abandoned it in earlier days. Where the American builder is concerned it is merely a case of coming to a realization of the fact that what is suitable for the good roads of the Continent is out of place on their American counterparts and designs must be altered accordingly.

The chauffeur's calling may be expected to decline very materially during the new year, unless something is done to the next year, unless something is done to the next to decline very materially during the next to the foreign and the support of the chauffeur's calling may be expected to decline very materially during the next to the next year, unless something is done to the next year, unless something is done to the next to do the next year, unless something is done to the next year, unless something is done to the next to do the next year, unless and the properties of the thousand to the next year, unless against the foreign which were the next year, unless and the properties of the next year, unless and the properties of the thousand to the next year, unless and the properties of the next year, unless and the properties of the thousand to the next year, unless and the properties of the next year, unless and the properties of the next year, unless and the properties of the next year, unless the properties of the next year, unless the properties of the properties of the next year, unless the properties of the properties of the next year, unless the properties of the next year, unless the properties of the p

THE FOREIGN

## Motor Car Show

of 1908, at

## Madison Square Garden Dec. 28, '07-Jan. 4, '08

under the Auspices of the

Importers' Automobile Salon

= EXHIBITORS ==

Fiat Darracq Renault Panhard De Dietrich C. G. V. Rolls-Royce Isotta

Hotchkiss Rochet-Schneider Itala Clement Bianchi Delaunay-Belleville Pilain Delahaye

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Brand new Packard Limousine Body, never been used. Will fit 1906-1907 model and will be sold very reasonable.

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BEAUTIFUL seven passenger French ilmousing automobile: fully equipped, lamps, horn, electri-light, &c.: must be sold. GRIFFITH, 307 West 520

for 1908 is in reality one of the most important parts. This part is a little steel pin inserted in the rear end of the sliding gear case at right angles to the gear shafts and between them in such a manner that one protruding end is always in a slot in the shaft of the gear which is being used, while the other end of the pin, by contact with the opposite gear shaft which is not in use, holds both itself and the gear shafts firmly in place, making a positive lock. In a word, this little pin automatically locks the gears in the position in which they are placed by the driver, so that, regardless of any far or bumping of the car, it is impossible for the gears in the gear case to shift. The only way that the speed can be changed or the gears can be moved is by use of the lever at the right of the seat. This positive locking of the gears prevents any buckling which might be brought about by two gears shifting at once if they were not locked, and thereby guards against accidents through loss of control caused by a smashup in the gear case.

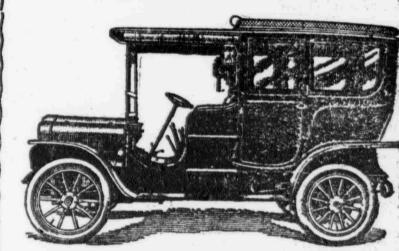
The addition of an entirely new model to the Franklin line of motor cars has just been announced from Syracusc. The new type is to be a brougham hody on the chassis of the Model G to horse-power runabout. The steering wheel and control will be inside. The new model will be the lightest gasolene brougham on the market, weighing only 1,700 pounds. On account of the short wheel base, 32 inches, it will turn easily and can be driven with case in narrow or crowded streets. For decire to for women this car will prove very popular. The price will be \$2,300. The Franklin company already builds a town car, but the brougham with inside control is an innovation in the air cooled line.

The National Sales Corporation of 236 Broad way, New York, and 1436 hilealgan avenue. Chicago, have just Issued a pamphiet fully describing and illustrating such well known automobile parts as Connecticut coils, timers, switches, &c., Royal storage batteries and multiplex lamps, Buffalo carbureters, "Soot Proof" plugs, Crown dry cells, Conover golding wind shields, Hercules shock absorbers. Peugeot French chains, Pirelli Italian tires and cable, and other specialties for which they are factory sales managers. This pamphiet is for the use of jobbers to aid them in getting up their catalogues.

The progress of the Garford is being watched with interest in New York, for in these streamous days it is a difficult matter to force a new car in a market already glutted by prominent and well established makes. The success of the newcomer is therefore all the more remarkable under present conditions. Sales have been continuous since its début, and the wisdom of William B. Hurbut of New York and A. R. Davis of Cleveland has been amply illustrated.

## The Incomparable

The Car for Service



EXCLUSIVE FEATURES OF THE WHITE LIMOUSINE

The exclusive White quality of absolute noiselessness of operation is of particular advantage in a limousine because, in a car with a closed body, any noise made by the mechanism is even more noticeable and annoying than in an open vehicle.

Another exclusive White quality, namely, genuine flexibility of control, permits of the machine being guided safely and speedily through the crowded city streets. The speed of the White may be accommodated to the exigencies of street traffic without changing of gears, jerky starts or the embarrassing and sometimes dangerous "stalling" of the engine.

As regards graceful lines and luxuriousness of equipment and finish, the White limousine must be seen to be appreciated.

Let us show you the unequalled luxury and comfort of the White limousine.

SPECIAL

We have in our salesroom, in addition to our regular stock of limousines, one Model "K" limousine with especially built body. This has been pronounced by all competent judges to be the finest bit of carriage work in New York City. Come and see it.

THE WHITE COMPANY Broadway at 62nd Street

SUPERIOR PRICES DURABLE, WORKMAN-SHIP. IN MATERIAL.

HIGH-GRADE NEW CARS OF VARIOUS POPULAR MAKES AT TREMENDOUS RE-DUCTIONS. FOR EXAMPLE:

NEW 1907, 28-30 H. P. 4-CYLIN-DER "QUEEN" TOURING CARS, RUNABOUT OR TOURING BODIES, ONE OF THE BEST 52,250 CARS BUILT. SELLING HERE AT ABOUT \$1,250 SEVERAL SECOND HAND CARS

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